# INTRODUCTION

Safety and health deficiencies continue to cost the Navy a significant amount of lost time and money. For example, between 1989 and 1996 there were approximately 24,000 claims filed for back injuries, 4,000 claims filed for hearing loss, and nearly 1000 claims filed for asbestosis. The Navy can and must do better in the areas of OSHA compliance and injury prevention and reduction.

OPNAVINST 5100.23 states in Chapter Five that "The Chief of Naval Operations directs each echelon of command to establish and maintain an effective hazard control program." This mini-guide is designed to support this requirement by helping personnel identify, evaluate and correct potential Occupational Safety and Health (OSH) hazards at Navy activities. Once a hazard is identified, it is usually corrected with local funding, unless it exceeds local capability. In this situation activities can apply for centralized funding through the Hazard Abatement Program or other funding sources. Both old and new facilities have room for improvement in complying with OSHA standards. The examples in this guide are examples of OSHA violations that have been identified at various activities. Although the list covers several hazard categories, it is by no means complete, and will continue to be refined in future editions of this document.

Other good sources of hazard identification include:

· OSHA citations
· Naval Inspector General NAVOSH Oversight Inspections
· Safety surveys and inspections
· Fire safety inspections
· Industrial hygiene surveys and inspections
· Public Works Center surveys and inspections
· The activity Base Readiness Report (BASEREP)
· The activity Annual Inspection Summary (AIS)

Activities experiencing problems with **indoor air quality** (IAQ) can request assistance from **Pat Krevonick** at the Navy Environmental Health Center (757) 363-5522.

**Traffic Engineering** services are available from the Military Traffic Management Command Transportation Engineering Agency (TEA), a triservice organization located in Newport News, VA. The point of contact is **Mr. Paul Allred** at (757) 599-1190 or DSN: 927-4644. TEA's services for most simple safety related traffic problems are available for just the cost of travel, per diem, and overtime (if required) to all military activities throughout the world. More complex problems can be contracted via TEA's indefinite quantity contracts. TEA also provides free phone consultation. Traffic engineering services are also available at some Public Works Centers and Naval Stations and may be available via contract through Engineering Field Divisions/Activities. Whatever the source of service, traffic engineers should be qualified and should conduct a thorough analysis of traffic flow, traffic count, accident history, and other data to determine the need for and design of signals, intersection modifications, and other measures to abate traffic hazards.

As mentioned above, abatement of the hazards listed in this guide should be funded at the activity level or by the major claimant. However, if the funding exceeds local capability, then the activity can apply for centralized funding through the Hazard Abatement Program as outlined in Chapter 12 of OPNAVINST 5100.23. Eligibility guidelines and application procedures are covered in section two of this Mini-guide.

For additional information or to provide feedback on this guide, please contact your geographical hazard abatement program manager listed in section two.